

Intercolonial



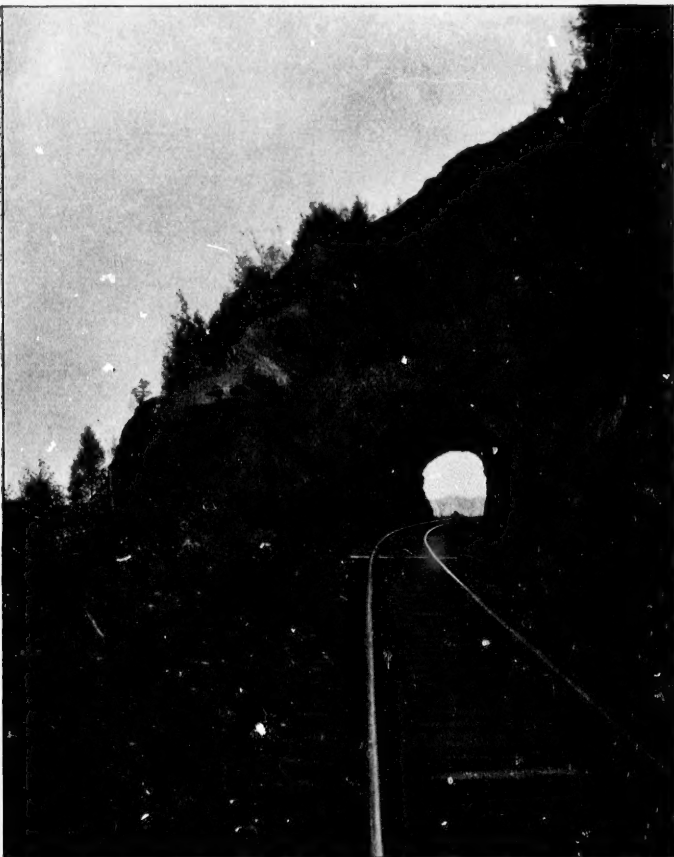
Railway of Canada



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The Intercolonial Railway of Canada

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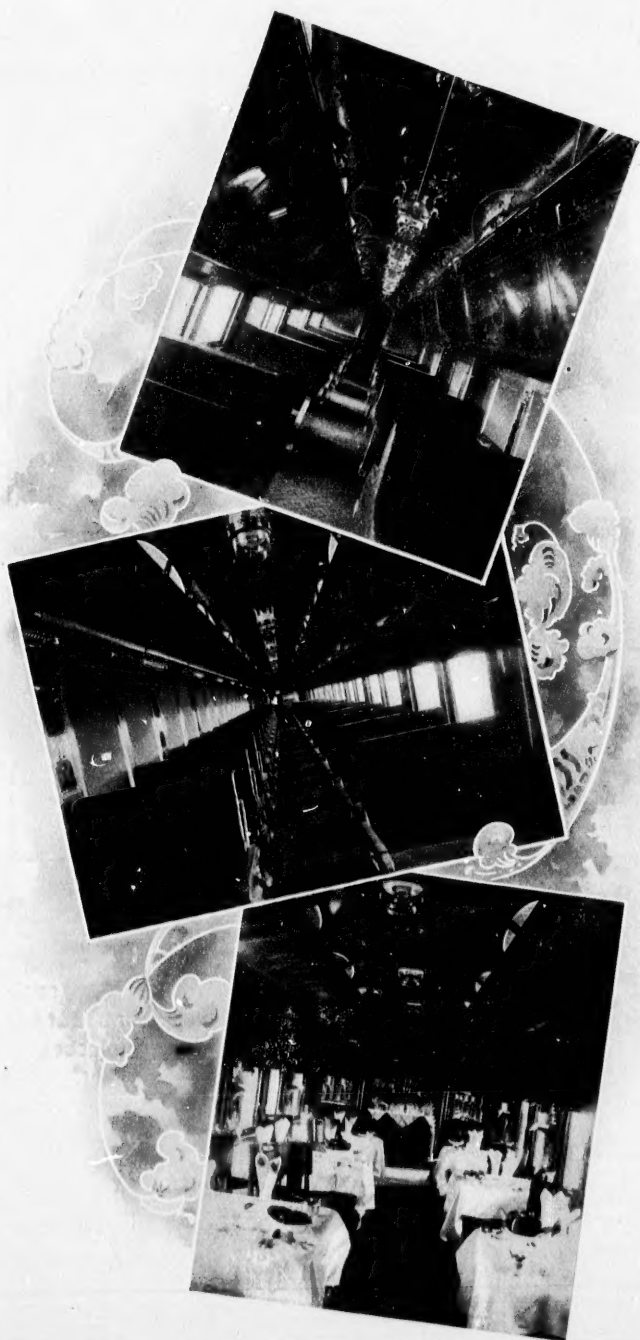


Morrissey Rock. Intercolonial Railway of Canada.

The Intercolonial Railway of Canada

Embraces in its territory such a variety of attractions that the requirements of all classes of travellers may be met. Its 1600 miles of track traverse the

richest and most varied tourist grounds of this continent, and there is nothing to equal those grounds on any other continent. The world may be searched in vain for a stretch of territory containing within the same area such a diversity of features to attract all classes of summer visitors. The Intercolonial and the Prince Edward Island lines constitute "The People's Railway" in more than a limited or even national sense. At the western terminus of these lines is the metropolis of Canada, the great and ever growing city of



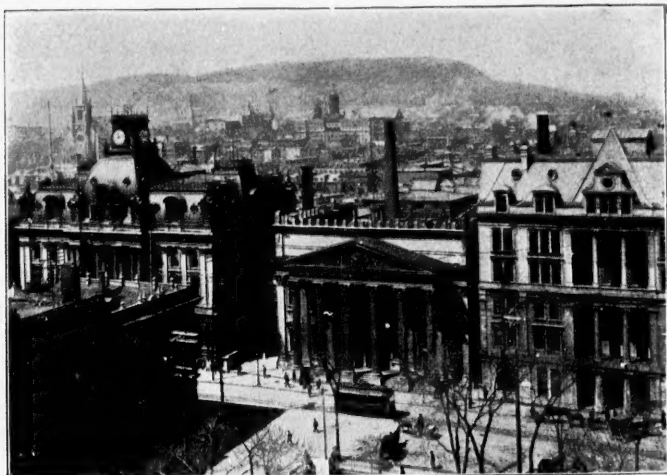
Sleeping, First-Class, and Dining Cars. Intercolonial Railway of Canada.

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Montreal. To the eastward of this, down to the shores of the open Atlantic and through Prince Edward Island, is a wonderful summer country. So vast is this tourist territory and so many and diverse are its features, that no one can hope to enjoy them all in the course of a single season. There must be a choice of good things, and this choice is a wide one. The man who wants the luxury of modern hotels while sojourning in historic cities need limit his pleasures only by the length of his purse. Equally great is the opportunity of him whose means are small and with whom economy is an object. All classes may adapt their excursions to their circumstances, and in no country of the world may so much enjoyment be had for so small an outlay of money. As compared with the hackneyed tourist resorts of other lands, the cost of living is so small as to excite the wonder of those who have had the experience of extended travel.

On the map of Canada may be traced a line which reaches from Montreal, the commercial capital, to the city of Quebec, the ancient capital. Thence it stretches along the Lower St. Lawrence and on through the picturesque Metapedia Valley. Beyond this it skirts the shore of the famed Baie des Chaleurs and goes on through New Brunswick and Nova Scotia to the historic city of Halifax. Arms reach out here and there, having an aggregate length equal to that of the main line, and extending to the most important points in the Maritime Provinces. These lead to the city of St. John and the Bay of Fundy and to the Sydneys, in that summer paradise, Cape Breton. Still another branch traverses Prince Edward Island, the Garden of the Gulf. This is the Intercolonial Railway system. In this land are green hills, shady groves and fertile valleys. From the distant mountains the crystal brooks come leaping with the music of gladness, and join with noble rivers in whose clear waters dwell lordly salmon and scarce less lordly trout. Near at hand are forests, as yet so little disturbed that the moose, caribou and bear, now and again visit the farmyards of the adjacent settlements, and gaze in bewildered surprise at the man whose hand is raised to slay them. Along the shore, for hundreds of miles, lie land-locked harbors, where even the frail bark canoe may float in safety, yet be upon the waters of the ocean, and upon the smooth sand beaches of which a child may venture into the buoyant salt water and fear not. In this country is scenery at times of sweet pastoral simplicity; at times of sublime grandeur. It is a land where civilization has made its way, and yet not marred the beauty of nature.



City of Montreal. Intercolonial Railway of Canada.

Montreal

The western terminus of the Intercolonial Railway is the Metropolis of Canada. The largest of the cities, it stands above all others in the extent and variety of its commercial relations with other parts of the Dominion. At the head of ocean navigation on the greatest of Canada's rivers, Montreal is the great market place, the ever busy commercial exchange of the country between ocean and ocean. Here the railways centre from all points of the east, the west and the south. Hither come the steamships from across the seas and the sailing craft from places near and far. From this centre are distributed the products of many lands and from it are sent out to all the country the fruits of its own many and mighty industries. It is not a city of one race but of several, and in each the best national characteristics are shown to the fullest advantage in the social and commercial relations of one with the other. It is a city of great enterprises where mighty results are achieved, with a record for stability second to that of no city in America, and it is rapidly advancing year by year in its progress to a still greater future.



Victoria Bridge, Montreal. Intercolonial Railway of Canada.

Montreal to Quebec

The route taken by the Intercolonial Railway between Montreal and Quebec is the most easy and direct method of communication between the two cities.

From the depot in Montreal to the station at Levis, opposite Quebec, is 163 miles, or 10 miles less than the shortest route before the new line was opened. Topographically, it is as near an air line as the physical conditions of the country will permit, as may be judged from the fact that in the 115 miles composing what was once known as the Drummond County Railway there are 106 miles of tangents. As to grades, there are none in excess of 52 feet to the mile, and most of them are very much below that. On this portion of the Intercolonial, as on others, as fast time can be made as on any road in America.

Leaving Montreal on a train of the Intercolonial, the Jubilee bridge, opened in 1897, gives passage over the St. Lawrence. This splendid structure was built to take the place of the famous Victoria tubular bridge, around and outside of which it was constructed on the same piers, so that railway traffic was not interrupted.

Following the line built by the Grand Trunk Railway, St. Hyacinthe is reached, 36 miles from Montreal. It is a flourishing and beautiful place with about 8,000 inhabitants, and is the seat of a number of important industries. It has many handsome buildings, including religious and educational institutions, and the well ordered streets have an abundance of shade trees which add much to the attractive appearance of the city. St. Hyacinthe is in favor with many of the residents of Montreal as a place of sojourn during the summer months.

Two miles from St. Hyacinthe is Ste. Rosalie, the point of departure from the Grand Trunk Railway for the Intercolonial short line to Quebec. In the next 27 miles the railway passes the prosperous villages of St. Edward, Ste. Helene, St. Eugene, Duncan and St. Germain, until Drummondville is reached, 65 miles from Montreal. Excellent farming land is found all along the route.

Drummondville, on the St. Francis River, is a town of 2,200 people, a large proportion of whom are French Canadians. On the river at this point is one of the finest water powers in the province of Quebec. Here are situated Lord's Falls, with 31 feet of descent, and a substantial dam controls what is now 10,000 horse power and can be increased as the requirements may demand. The available manufacturing sites are admirably situated for the convenience of shipment by rail.



St. Peter's Canal, C. B. Intercolonial Railway of Canada.

There is plenty of good trout fishing along the line of railway east of Drummondville, and this is especially true of the rivers Bras d'Edmond and Duchene, which lie within three-quarters of a mile of each other on the route, while another good trout stream is the River Henri, four miles further east. At Bras d'Edmond, last season, one man who had half an hour to spare caught 28 trout in that time, and was dissatisfied because he had not two more, so as to make an average of a trout a minute.

Drummondville lies between two rich farming districts, St. Germain on the west and St. Cyrille on the east, but they are only part of what has long been recognized as a rich agricultural region. Dairy farming, in particular, is carried on with great success, and a partial evidence of this is found in the fact that boxes of cheese, by the hundred thousand, are handled by the railway in the course of a year.

The railway passes St. Cyrille, Carmel and Mitchell, until St. Leonard Junction is reached, 19 miles from Drummondville. Active lumber operations are carried on in this vicinity, and the saw mills are a prominent industry at Mitchell. At St. Leonard the Nicolet River is crossed by a steel railway bridge 720 feet in length. From St. Leonard Junction a branch of the railway runs to Nicolet, a distance of 16 miles, passing the flourishing village of Ste. Monique midway between the two places.

The town of Nicolet has much to attract the summer visitor who seeks rest and quiet amid beautiful surroundings. One attractive feature is the abundance of shade trees of all kinds, including birch, maple, oak and pine, some of which are of a girth rarely seen in these days of the demolition of forests.

Returning to St. Leonard Junction, and from Forestdale until Laurier is reached, 19 miles west of Chaudiere, the railway runs through some 28 miles of forest, much of it untouched by the axe and in its primitive glory. This is a great hunting ground, abounding with deer and caribou. Moose are not unknown but are less common. This is not a moose country, but the possibilities of it as such are shown in the circumstance of a moose having been run over and killed by a train, at Aston Junction, not many months ago. Deer, however, are very plentiful in the Lotbiniere forests, and in particular at River Duchene. They have frequently been shot by the train hands within a short distance of the railway track, and it has been considered no remarkable feat for the workmen along the line to capture them alive.



Quebec City and Harbor. Intercolonial Railway of Canada.

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In the Ancient Capital

From Chaudiere Junction to Levis is about nine miles, and for the latter part of the distance the River St. Lawrence is in full view where it forms the harbor of Quebec. Approaching Levis, the harbor and river are seen to be dotted with every kind of craft, from the ocean steamer to the canoe. The eye beholds the historic heights at Sillery, the Plains of Abraham and the grand old city itself. There is Quebec, as the stranger has seen it pictured, but he now realizes that no picture can do it justice. The cliffs, the citadel, the spires, the tin roofs glistening in the sunlight—all are very real to him, and he longs to enter the city which is so majestic in its past and present. Prominent on the heights, and in such thorough architectural harmony with the surroundings that one would think it had always been there, is the Chateau Frontenac, a palace hotel with a site unrivalled in Europe or America.

Quebec is beyond description. It is unique among the cities of the continent. To him who has come from the busy cities to the south and west, everything is strange and new. Other places anticipate the future; Quebec clings fondly to the past. It is well that it should be so, for, in this practical and prosaic age, but few places retain the halo of romance that surrounded them in their early years. Here, despite of the marked commercial progress of the city, the past and present are inseparably interwoven. As in the case of the modern post office and the ancient Chien d'Or, the structures of later years often derive much of their interest from the history of their sites and their surroundings. It is in vain that old buildings give place to new ones, and that the needs of men have brought into use the latest discoveries of an inventive age. None of these give their character to the city. Its old-time charm will not depart. The Quebec of to-day reminds one at every turn of the Ancient Capital as it was in the centuries that are dead and gone.

Poets have sung of Quebec, but it is a poem of itself which no language can express; its memories linger in the mind like the sweet remembrance of harmonious music heard in the years long passed away.

One who has a day or two to spend in Quebec may see much of interest within easy reach of the city, including the Falls of Montmorenci, and the famous shrine of St. Anne de Beaupre.

The Lower St. Lawrence

For the next 200 miles or so after the departure from Levis the traveller passes through a purely French-Canadian country. One after another the typical villages come into view, with their long, narrow farms, their low-lying buildings and quaint cottages, built to be delightfully airy in the summer and yet to withstand the keen cold of winter. In every village is seen the parish church, usually a substantial edifice of stone, while here and there a large cross, on some distant hill, stands out in bold relief against the sky. A peaceful people are these habitants of the Lower St. Lawrence, simple in their tastes, primitive in many of their ways, and having an abiding devotion to their mother tongue and mother church.

Eighty miles from Levis is Riviere Ouelle, which takes its name from a tragedy in which Madame Houel was the heroine, in the days of the Iroquois, as told in L'Abbe Casgrain's "La Jongleuse." It is said that the tracks of snowshoes and the imprints of human hands and feet were to be seen in the solid rock at this place in former years. The hotel at the wharf is about six miles from the station and will accommodate upwards of 75 people. A number of summer cottages have been built in the vicinity.

St. Paschal station is 89 miles from Levis, and a drive of five miles from it brings one to Kamouraska, a village beautifully situated on the shore of the St. Lawrence. It is located on a point which reaches seaward and has a fine, well sheltered sand beach about half a mile in length. The visitors here are largely those who own or hire cottages by the season, and who seek for more quiet and rest than can be found at the larger watering places. Of recent years many strangers have found out the beauties of the place, and it is becoming more popular every season. It has great natural advantages, and the bathing is especially good. A number of picturesque islands in the vicinity afford additional pleasures to boating parties. Kamouraska has much to commend it to the tourist.

At many places along this shore only a narrow strip of land separates the St. Lawrence from the head waters of the river St. John and its tributaries, in New Brunswick. These places, affording as they do ready means of communication, are called portages. Twenty miles below St. Paschal this distance between the waters is 26 miles, and hence the name of the village of Notre Dame du Portage. It is a quiet, retired spot, but its fine beach and excellent facilities for bathing make it a very enjoyable resort for the families who spend their summers there.

Riviere du Loup

Riviere du Loup is a summer resort of long established reputation. Beyond the environment of the station is Fraserville, and beyond this again is the St. Lawrence, with all its splendid possibilities for bathing, boating, fishing and shooting, in the proper seasons. Riviere du Loup is a convenient centre from which one may go to various points either on the river or into the forests where fish and game abound. While a visitor remains in Riviere du Loup, however, there is much to interest him. The scenery is charming, the walks and drives are varied, the bathing facilities excellent, while the shooting and fishing in the immediate vicinity afford ample recreation.



Perce, Baie des Chaleur. Intercolonial Railway of Canada.

Temiscouata Lake, reached from Riviere du Loup by a run of 50 miles over the Temiscouata railway, is a fine place for taking tuladi and lake trout by trolling during June and July. This lake is about 28 miles long, varying from a mile and a half to three miles in width. Good brook trout fishing is also to be found along this line of railway.

Across the Broad River

Steamers calling at the Riviere du Loup furnish opportunities for visiting the more notable watering places on the northern shore. Mention may be made of Murray Bay and Tadousac, but by far the most wonderful sight for the tourist is the famed Saguenay river.

It is one of the most remarkable of nature's works in a continent where natural wonders abound. Bayard Taylor has described it as "a natural chasm, like that of the Jordan Valley and the Dead Sea, cleft for sixty miles through the heart of a mountain wilderness."

Forests and Streams

Taking Riviere du Loup as a centre, the sportsman has a field only limited by his time and inclination to shoot and fish. Nature has been prodigal in her gifts, and though Indians and their white brothers have made sore havoc among the creatures of the woods in the past, enough remain to employ the hunter for generations to come. The moose, king of the North American forests, are still to be found in various parts of the country, and under game laws of recent years they can no longer be openly and needlessly slaughtered as of yore.

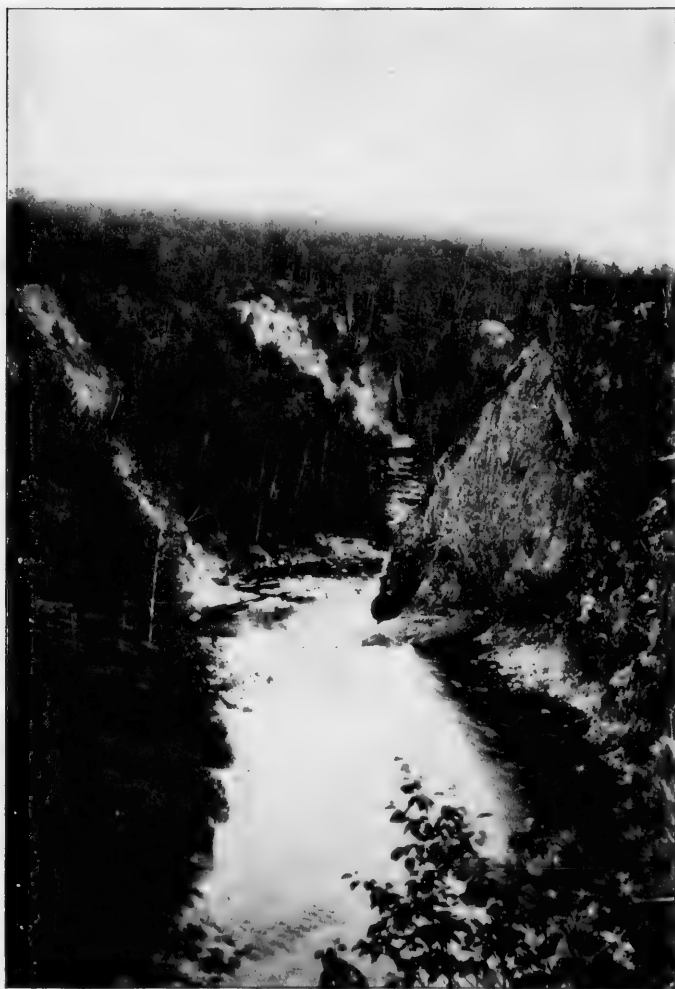
The caribou, game fit for any sportsman, are still to be found in large numbers almost anywhere between St. Alexandre and Campbellton, within a short distance of the railway track. In some places this distance would be two and in others 10 miles. There is a choice of good grounds when one is at Riviere du Loup. In the direction of Temiscouata Lake, for instance, to which reference has already been made, the forests abound in game while the lakes and rivers teem with fish. Indeed, there is good shooting to be had in all the forests, and the hunter may make his cruise as long or as short as he pleases. The back country of Maine can be easily reached from St. Alexandre, or one may go 20 miles from Riviere du Loup and find the St. Francis River, and follow it to the St. John. From Elgin Road or L'Islet the head waters of the Restigouche (and Miramichi) may be reached.

Some of the best caribou hunting is to be had among the Shickshocks Mountains, in Gaspé. This is the land of the caribou. In the depths of the wilderness, amid mountains nearly 4,000 feet high, and surrounded by scenery of the most wild and rugged character, is an abundance of rare sport.

As for other kinds of game, there are few parts of the country where it cannot be had for the seeking. Bears can be found almost anywhere outside of the settlements at certain times of the year. Partridge are so common that anybody who can handle a gun can secure all he wants.

Around the shores geese, brant and ducks of all kinds are found in immense flocks, the soft fresh water grass, so

abundant along the rivers, furnishing an abundance of food in which they delight. The black and grey duck, the curlew, the golden plover, and the English snipe, are very



Tetagouche Falls. Intercolonial Railway of Canada.

abundant during the months of September and October. Isle Verte and Kamouraska are favorite resorts for these birds, but there are many other places along these shores where hundreds may be shot with ease.

Much that has been said in regard to the hunting in this vicinity will apply to the country along the next two or three



Lovers' Rest, C. B. Intercolonial Railway of Canada.

hundred miles, or until long after the boundary of New Brunswick has been passed. The sport at Riviere du Loup is only a sample of that all along the route.

So it is in regard to the fishing, which is of more immediate interest to the summer tourist. This is a country of fish, and such fish! One who is not a fisherman may eat them at every meal on his journey. He may have halibut, salmon, herring, and smelt, from the St. Lawrence, and salmon, tuladi, sea, brook and lake trout, from the waters that are tributary to it. Salmon are found in nearly all the rivers, but the majority of the streams are leased by the Government to individuals. It is not difficult, however, for a stranger to obtain permission to fish. Trout are found in all the rivers and lakes, and are free to all comers. The usual size of those in the lakes is from five to six pounds; in the rivers they run from three to four pounds. In the lakes is also found the tuladi. Specimens have been caught weighing as much as 40 pounds each, or as large as a good sized salmon. The average weight of them in Temiscouata Lake is 27 pounds.

Nearly all the lakes are free to fishers, for all kinds of fish.

Canoe and Paddle

The Intercolonial has one feature which few, if any, railways possess to the same extent. For a distance of several hundred miles it is intersected by rivers easily navigable for small boats or canoes. By these natural highways one may pursue his journey far into the interior, make a short portage from the headwaters of one to those of another and descend the latter to the lines of railway in New Brunswick. A glance at the map will show what ample opportunities there are for this kind of recreation. Leaving the railway and ascending one river, coming down another and up another, spending days among the lakes, fishing, shooting, enjoying life to the utmost, one is as much in the wilderness as if thousands of miles away. Yet all this time he knows that, if necessary, a few hours will bring him to the railway, the mail and the telegraph—to communicate with the busy world. He may leave the railway on the shores of the St. Lawrence and make a canoe voyage to the Baie des Chaleurs or Bay of Fundy. When he arrives at his destination he will find his luggage and his letters awaiting him. The route may be varied and the voyage prolonged as may suit the voyager's taste.

Notably good fishing may be had at Lake St. Francis and Temiscouata and on the Touladi River; but on such a trip one may fish and hunt everywhere as he goes. In the Temiscouata region alone one may make a canoe voyage for at least 80 miles, and if he chooses can, by portaging,



Grand Metis Falls. Intercolonial Railway of Canada.

descend the great Miramichi to the ocean. Portages can be made so as to reach any of the three great rivers of New Brunswick, the Miramichi, the Restigouche, or St. John. The whole country is open to any man who can sit in a canoe and ply a paddle.



Isle au Massacre, Bic, P. Q. Intercolonial Railway of Canada.

Cacouna

Six miles below Riviere du Loup is Cacouna Station, and by an easy drive of three miles over a smooth highway Cacouna Beach, the famed watering place of the Lower St. Lawrence, is reached. Here is St. Lawrence Hall, a completely equipped seaside hotel, with ample accommodation for 400 people and a capacity for half as many more should occasion require. It is conducted in line with the most modern ideas of hotel life and enjoys the favor of the best classes of tourists. It is situated close to the shore and overlooks a beautiful stretch of sand beach a mile long. Here may be enjoyed the fullest luxury of sea bathing, and the beach presents an animated scene during the season. In addition to the large number who make the St. Lawrence Hall their home for the time, there are many who find accommodation at the smaller hotels, of which there are several, and others again who are found in their own summer cottages. Some of these cottages have been built by wealthy residents of Montreal and Quebec at a large cost, and are models of their class. Their number is increasing every year, for the advantages of Cacouna as a health resort have long been beyond dispute.

Space will permit merely a mention of such places as St. Arsene and Trois Pistoles, or even of Bic, one of the

finest natural watering places on the Lower St. Lawrence. Rimouski, a place of many attractions for the tourist, is the point at which the ocean steamers receive and land pas-



Rocks at Hopewell Cape, Intercolonial Railway of Canada.

sengers and mails on the voyage to and from Europe in the summer. The Rimouski is an important salmon river.

Soon after leaving Rimouski the St. Lawrence is lost

sight of, and the road makes its way towards the Metapedia Valley. Ste. Flavie, 18 miles from Rimouski, is a place of some importance.



Rocks at Hopewell Cape. Intercolonial Railway of Canada.

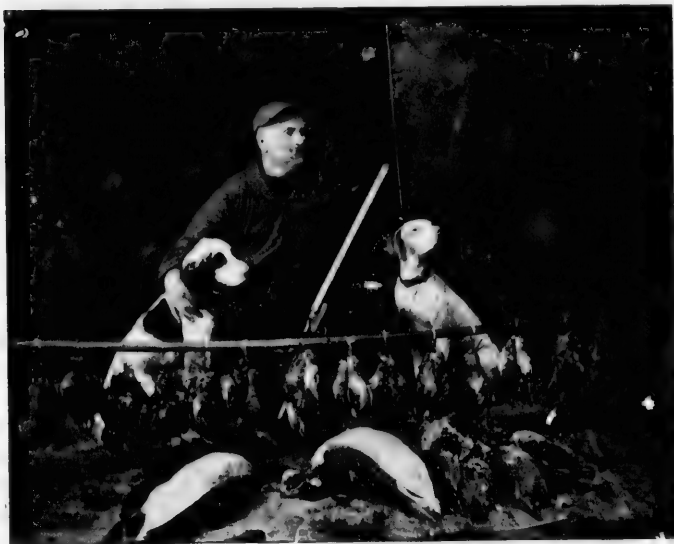
Little Metis Station, 90 miles from Riviere du Loup, is the stopping place from which to reach the well known watering place of Little Metis, situated on the shore about



Pictou, N. S., and Harbor. Intercolonial Railway of Canada.

six miles from the railway. It is a resort that has been greatly developed of recent years, and its popularity is increasing each season. There are several large hotels, and a number of wealthy Canadians have made it their summer home.

Little Metis is situated on the shore of the St. Lawrence, at a point where the estuary begins to widen out so that the opposite shore is a faint line in the distance and much of the horizon is as level as upon the ocean. The beach is about four miles long, hard, smooth and safe for bathers. Boats of all sizes, from a skiff to a schooner, are available to the visitor, and if one desires to run across to the other



Shot at Petitcodiac, N. B. Intercolonial Railway of Canada.

shore he will find safe and swift vessels crossing every day. If a party desire to have a good time and feel free and independent, they can charter a small schooner for a few dollars a day, secure a good sailing master, lay in a supply of provisions and go where they please. The St. Lawrence is between 30 and 40 miles wide in this part.

The Grand and Little Metis rivers are favorite haunts of the salmon, and trout are found wherever there is a lake or brook.

The country in the rear of Metis is a resort for herds of caribou. Geese, duck and sea-fowl are found all along the shore, while partridge are met with in every part of the woods.



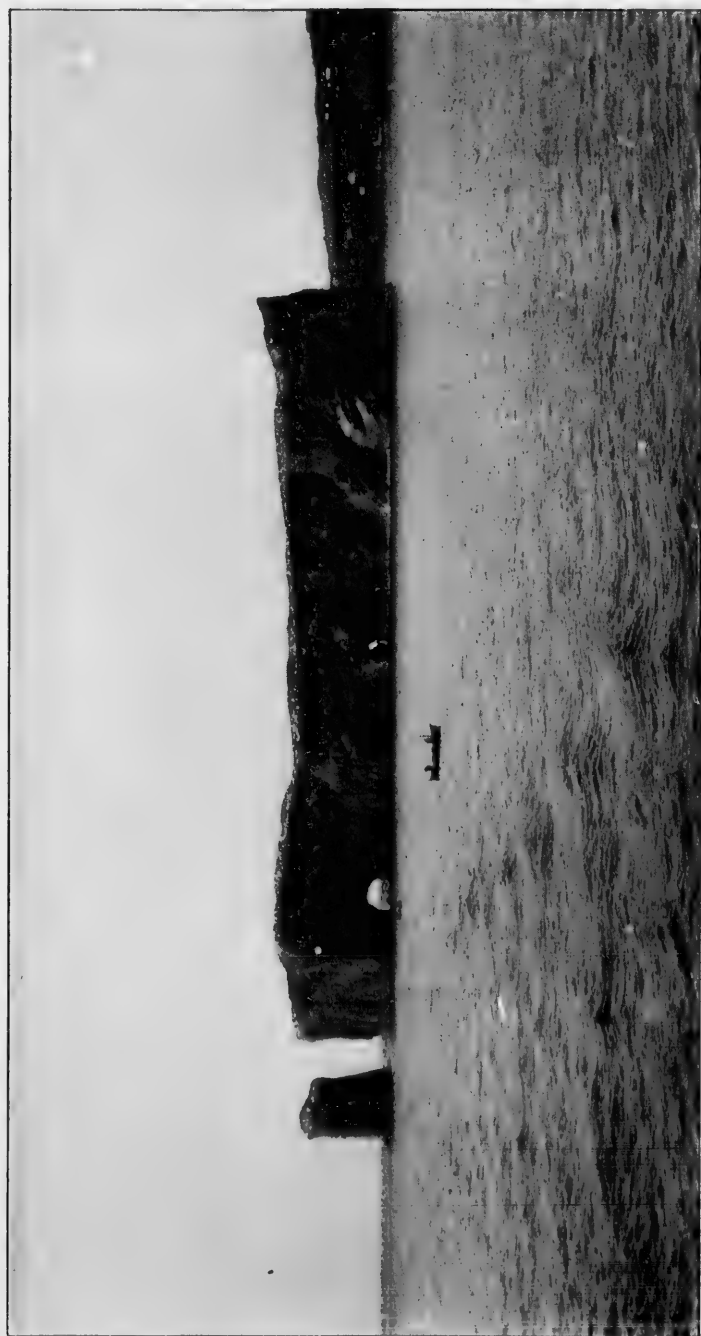
"The Meeting of the Waters," Metapedia. Intercolonial Railway of Canada.



In the Metapedia Valley. Intercolonial Railway of Canada.

Metapedia Lake and Valley

The famed Metapedia River, flowing through the Metapedia Valley, makes a scene of beauty wherever it meets the eye. In the 30 miles of its course it has 222 rapids, great and small, now swift and deep, now gently rippling over beds of shining gravel and golden sand. Here and there are the deeper pools in which lurk salmon of astounding size, for this is one of the salmon streams of which every fisherman has heard. For mile after mile the traveller watches the course of the river, so strangely pent in by the mountains on either hand, rising in every shape which mountains can assume. Some are almost perfect cones; others rise swiftly into precipices; and others have such gentle slopes that one feels that he would like to stroll leisurely upward to the summit, but the height, as a rule, is from 600 to 800 feet. In some places in the Metapedia the river, the highway, and the railway crowd each other for a passage, so narrow is the valley. All kinds of foliage and all shades of Nature's colors are upon the hillsides; and in the autumn when the grand transformation of hues takes place the effect is magnificent beyond description. Grassy banks make easy the path of the angler, as the lordly fish dart from the pools to seize his hook. Beauty is everywhere.



Perce Rock, Baie des Chaleurs, Height 288 feet. Intercolonial Railway of Canada.

Moose, caribou and deer are found in all this part of the country, while partridge and other game birds are abundant. The Metapedia, however, owes its chief fame to the salmon fishing, which is found everywhere for at least 40 miles along the course of the stream, to say nothing of the other rivers by which it is joined. One of these is the Causapscal, and some rare fishing is enjoyed at the forks. Trout may be caught with ease all through the season, not only in the rivers, but at such places as the Amqui and Trout Lakes. The Metapedia trout are as large as some fish which pass for salmon in other countries. At Assametquaghan, at McKinnon Brook, and at Mill Stream, will be found particularly good fishing.

At the junction of the Metapedia river with the Restigouche is Metapedia station and village. Close at hand is the house of the Restigouche Salmon Club, the members of which are men to whom money is no object in the carrying out of their ideas.

From Metapedia station the Atlantic and Lake Superior railway goes down into the Gaspé Peninsula a distance of 100 miles to New Carlisle and it is intended to go as far as Gaspé Basin. This is one of the ways by which this land of the fisher may be visited, the traveller connecting with the steamer at some of the points at which it calls on its regular trip between Dalhousie and Gaspé Basin. The other way is to take the steamer direct from Dalhousie.

In Northern New Brunswick

Campbellton, on the south side of the boundary river Restigouche, is the first place in New Brunswick seen by the traveller from Quebec. It is a town of some 4,000 people and is rapidly growing. It is a very convenient centre of operations for the fisherman and hunter of game, because it is a central point. The Restigouche and Metapedia, with their tributaries, afford only a part of the splendid fishing to be had, while the land to the west and north contains all manner of game to entice the sportsman to its forests.

Both boating and bathing may be enjoyed to any desired extent in the waters around Campbellton, and the fame of the Restigouche salmon and trout speaks as to the fishing. It was a Restigouche salmon that tipped the scale at 54 pounds, and numbers have been caught which were of the respectable weight of 40 pounds each. Salmon fishing begins about the middle of May, and all the rivers abound with these great and glorious fish.



Georgetown, P. E. I. Intercolonial Railway of Canada.



On the Restigouche at Campbellton, N. B. Intercolonial Railway of Canada.

It is no idle boast to say that the Restigouche is the finest salmon river in the world. It is impossible to do justice to it in a limited space. With its connecting streams it offers possibilities which are beyond the dreams of ambition in the mind of the veteran fisherman.

Dalhousie is one of the fairest spots to be found in this fair portion of the continent. It is a centre from which the best game regions can be reached. The scenery is fine even in comparison with other parts of a country where scenery worthy of the best artists is found on every hand. There are splendid opportunities for boating and bathing, and there are hotels which, without being pretentious, meet every requirement of the traveler.

In the Land of Gaspé

During the season of navigation a steamer makes regular bi-weekly trips to Gaspé Basin, calling at intermediate points en route. In this trip the visitor from the inland cities can have an experience which is the fulfilment of his dream. Gaspé waters are the home of the finest codfish on the face of the globe. It is essentially the country of fish, and there is a world of delight to him who visits it as a stranger. As to the scenery it can be described in one word—sublime. Here, too, are some of the most wonderful of salmon streams and the most abundant opportunities for the fisherman. A full account of Gaspé is given in the General Guide Book of the Intercolonial Railway, entitled "Forest, Stream and Seashore," copies of which will be sent to any address on application.

Returning to the main line of the railway, Bathurst is another place which will repay the tourist who makes it an



The Bore, Petitcodiac River, Moncton. Intercolonial Railway of Canada.

objective point. It is the stopping place of those who wish to fish on the Nepisiguit, a salmon river of international and transcontinental repute, and from Bathurst the finest part of the big game country may be easily reached. The traveller is now in a part of the world where moose, caribou and deer are as common as cattle, where a man with an ambition to shoot game can start out with his guide with an absolute assurance that the object of his quest will be accomplished. He may enter on what is in reality the greatest game preserve in the world. For further particulars of this part of the territory send to the General Passenger and Ticket Agent for a copy of "Gun and Rod in New Brunswick."

The word "Miramichi" covers a wide extent of country and a wealth of resources to which no brief description can do justice. Newcastle and Chatham are among the progressive towns in this part of the world, and Chatham especially deserves mention. It has long been known as a great lumber centre—the port of distribution to all parts of the world, through square-rigged vessels carrying the flags of all nations—but it is also a centre for the exportation of fish by the million. One of the great pulp mills of Canada is located here. Newcastle and Chatham lie in the heart of the great game and fish country which is covered by the route of the Intercolonial Railway.

Passing the Miramichi, the traveller should understand that for technical reasons the railway crosses the head waters of several rivers, at the mouths of which are such flourishing places as Richibucto, and other places. The next objective point of the traveler is Moncton.

Here are the general offices and the mechanical workshops of the Intercolonial Railway. Apart from these, Moncton has the wonderful tidal phenomenon known as "The Bore." This bore is the result of the tidal wave striking the Atlantic coast and being forced into the funnel-shaped Bay of Fundy. In the narrow estuary of the Petitcodiac River it meets with such resistance that the whole body of the tide comes in in one rolling wave, sometimes rising to the height of ten feet or more, and which can only be understood by being seen.

At Moncton the tourist may make his choice of several routes on the lines of the Intercolonial Railway. Going west 89 miles he passes through a fully cultivated and flourishing country. At St. John he is in one of the cities of Canada which has endeavored to justify its aspirations and ambitions. It has asserted its right to be the Winter Port of Canada, and has spent a large sum of money to



Fish Weirs, Saint John Harbor. Intercolonial Railway of Canada.

provide the necessary accommodation for steamships. Recognizing this effort, the Intercolonial Railway has erected its own elevator and provided such terminal facilities as will make a new era in the history of the commerce of St. John.

From Moncton, during the season of open navigation, the tourist may proceed to Point du Chene and thence by a splendidly appointed steamship may, in a few hours, reach Summerside, Prince Edward Island, and be in the "Garden of the Gulf." Or, if he prefer, he may continue his journey to Pictou and thence make the journey to Charlottetown, the capital of the Island.

A booklet of itself would be required to give even a partial idea of the attractions and resources of this small but surprisingly resourceful province of Canada. Here are beaches, yachting grounds, a pure and ever tonic air and a wonderful amount of accommodation for a very small amount of money.

From Moncton, continuing the journey on the main line, the traveller passes by Dorchester and Memramcook, through a singularly beautiful valley, reaches Sackville, the seat of Mount Allison University (Wesleyan), and between Sackville and Amherst sees miles upon miles of the fertile meadows locally known as "marshes." Year by year the values of these marshes is increased by the process of accretion, and they may be said in respect to area and fertility to surpass any dyked marshes in the world.

Amherst, on the boundary of Nova Scotia, is a thoroughly representative city in a province that is very much alive. Manufactories and works which fear no rivals are located here and the hum of industry is heard on every side.

At Oxford Junction one may take the short line to Pictou, or en route may stop at such places as Pugwash or Tatamagouche, where the tourist tide has not yet come in, but where one who is in search of an ideal outing place, with sea bathing, boating and game birds in their season, may realize the desire of his heart.

Not taking the short route but continuing onward to Truro, the traveller sees on every hand the evidence of a prosperous country, made so by the efforts of an industrious people.

Truro is a central and very important point on the Intercolonial Railway. It is one of the finest towns in the Maritime Provinces. Socially, commercially and in all other ways it comes to the front. It has a park which for original natural beauty and good judgment in improving need not fear comparison with any park in Canada.



Reversing Falls, Saint John, Tide Running Up. Intercolonial Railway of Canada.

Reversing Falls, Saint John, Tide Running Up. Intercolonial Railway of Canada.



Bridges over Reversing Falls, Saint John, Low Tide. Intercolonial Railway of Canada.



Halifax, N. S. Intercolonial Railway of Canada.

From Truro to Halifax is a journey of only 62 miles. Halifax is known all over the world as one of Great Britain's important military and naval depots. It is a city which cannot fail to interest tourists of every class. Here may be found, in the efficiency of the fortifications and the admirable system of the departments a portion of the secret of how "England rules the world."



Prince's Lodge, Bedford Basin, near Halifax, N. S.
Intercolonial Railway of Canada.

There are so many beauty spots in and around Halifax that the best local guide books which have been issued fail to do the subject justice. The visitor must see for himself.

From Truro, or returning from Halifax, there begins a delightful journey to New Glasgow, Pictou, Mulgrave and the Island of Cape Breton. The places mentioned have each their special attractions for the tourist, as have other points along the line, such as Antigonish, long ago described by "Sam Slick" as "the prettiest village in Nova Scotia," and still bearing out the description of him who was the foremost writer of his time. These places passed one reaches Mulgrave, on the Strait of Canso, the border land of the Summer Paradise of Canada.



Public Gardens, Halifax, N. S. Intercolonial Railway of Canada.

The Strait of Canso is one of the great arteries in the circulation of ocean commerce. For the width of a mile it divides Cape Breton from the mainland of Nova Scotia, and through its waters pass crafts of all tonnage and rigs, flying the flag of every maritime nation. The traveller by the Intercolonial Railway crosses it quickly on one of the most modern transfer steamers, and at Point Tupper he begins his journey through Cape Breton.

Yet, if not in haste, there is much to be enjoyed both at Mulgrave and on the steamer routes from that point up and down the Strait. Canso, one of the great fishing stations of



Holland Cove, P. E. I. Intercolonial Railway of Canada.



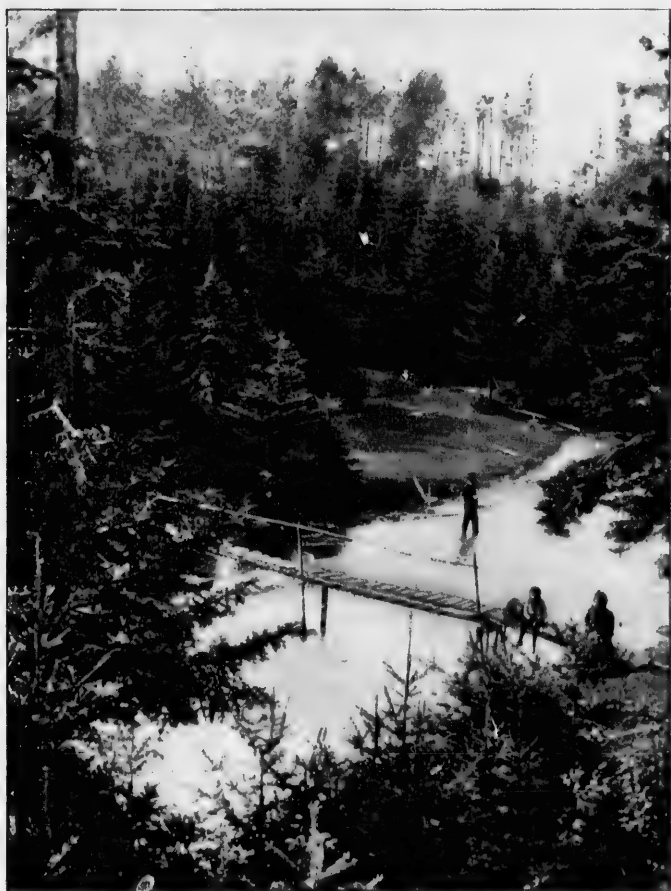
Port Mulgrave. Intercolonial Railway of Canada.

North America, and Guysborough, close at hand, may be easily reached by a delightful trip on the salt water. Or one may go to Arichat, on the quaint and historic Isle Madame. Taking the other route, to the north, one may visit such places as Port Hood, Mabou, Margaree and Cheticamp, on the northwest coast. Such trips will make the valetudinarian feel ten years younger than he was when he started on his journey.



Causapsal, Metapedia River. Intercolonial Railway of Canada.

Warner's story of "Baddeck and Thereabouts" was a graphic picture of what was then a terra incognita. Since then, with the building of the Intercolonial Railway, Cape Breton has made an advance which may be practically described as the leap of a century. It is now the Mecca of pilgrims from all parts of the world. It is the land for which the summer tourist sighs, and which having seen he sighs



Hunter River, P. E. I. Intercolonial Railway of Canada.

that he cannot live there forever. Everything that relates to Cape Breton is phenomenal. A few years ago Sydney was a beautiful village, with the traditional old-fashioned methods. In what seemed the twinkling of an eye it became the "boom town" of Eastern Canada, and no man can predict its possibilities in the future. North Sydney, with equal resources, and being also the deep water terminus

now promises to develop into equally surprising proportions. On the route to the Sydneys one may stop at Orange-dale and with a short drive over a good highway will reach Whycocomagh. This is a wonderfully beautiful and restful nook in the Land of Rest.

At Grand Narrows one takes the steamer for Baddeck. Perhaps the best recommendation that can be given of this place is the testimony of Prof. A. Graham Bell, who searched



On the Intercolonial Railway of Canada.

the whole Atlantic coast in vain for an ideal climate, but was at rest when he found Baddeck.

Yet there are many places in Cape Breton which are fully equal to Baddeck, but which need to be found out, as they will be in due time. There are all sorts of nooks and corners, wholly out of the run and the rut, any one of which will be the exemplification of absolute quiet and rest.

After passing Grand Narrows the Intercolonial Railway closely follows the shore of the Bras d'Or until the Sydneys

are nearly reached. Mention has already been made of the wonderful development of these towns, but Sydney especially, with the establishment of the steel works, has made a new era in the story of Industrial Canada.

The opportunities for voyages on the salt water are unlimited at the Sydneys. At North Sydney the thoroughly equipped steamer "Bruce" makes regular tri-weekly trips to Port aux Basques, Newfoundland, connecting with the Newfoundland railway system. Another most enjoyable trip is on a steamer to the northeast coast, where may be seen some of the most sublime scenery found on any coast in the world.

And beyond Sydney is Louisburg, once known as the Dunkirk of America, the most famous fortified city of its time. The grass grows green on what was once the theatre of combat for supremacy between two nations, but every outline of the last combat can be traced. The Society of Colonial Wars has erected a monument in a most suitable spot, but no monument—no record—can tell the story to the student of American history until he has himself been on the ground.

The Magdalen Islands

Among the strange nooks and corners of the world seldom seen by the tourist is the Magdalen Island group. Situated in the centre of the Gulf of St. Lawrence, depending wholly on the fisheries for the support of its people, thriving in good seasons and patiently enduring famine in the bad seasons, the Magdalens and its people are wholly unique. Nearly all that has passed into popular literature in respect to these islands is incorrect and misleading. As a matter of fact the Magdalen Island group is fraught with stories of human effort, human endurance and the most weird of tales of "ships that pass in the night" that can be found anywhere on the face of the globe.

From Montreal to the Magdalen Islands, by the only railway that can offer that route—with an hundred and one places which have not even been mentioned—is a great trip. It is the ideal of a summer outing. If special information is required in respect to a particular locality address either H. A. Price, Asst. Gen. Pass. Agent, 143 St. James Street, Montreal; J. B. Lambkin, Asst. Gen. Pass. Agent, Halifax, N. S., or

E. TIFFIN,

Traffic Manager,

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JNO. M. LYONS,

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